

APPENDIX C

EXTRACT OF DOD REGULATION 4500.32-R, VOLUME I (TRANSPORTATION PRIORITIES)

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APPENDIX L

TRANSPORTATION PRIORITIES

NUMBER OF CHARACTER: One
TYPE OF CODE: Numeric or alpha
DATA LOCATION
DD FORM 1384: Block 13; column 43a
PUNCH CARD: cc 53
AGENCY RESPONSIBILITY: System Administrator

L-1. APPLICATION

a. Transportation priorities (TPs) for shipments subject to UMMIPS will be assigned according to figure L-1. TPs for other shipments are discussed in paragraph L-4.

b. Transportation priorities will not be upgraded unless the original supply demand is modified by the requisitioner.

c. EXPEDITED HANDLING shipments (TP-1 with code 999 in the RDD field) will override all other priorities or RDDs. Materiel identified by "555" in the RDD field cc 62-64 of the requisition document (DD Form 1348-1) will require expedited movement to the requisitioning activity. This procedure incorporates established supply cancellation requirements which can be caused by a variety of events, for example, base closure, termination of project, ship and unit deactivation, termination of vessel outfitting or construction. These shipments (555) materiel with UMMIPS priority designator 01-08 will be processed in order of precedence immediately following that provided NOT MISSION CAPABLE SUPPLY (NMCS) items with the same priority designator. Materiel with a "555" in the RDD field and a UMMIPS priority designator 09-15 will be afforded the same handling but not above that provided higher priority requisitions. *

L-2. URGENCY VERIFICATION CODE

The urgency verification code is the alphabetic equivalent of the appropriate transportation priority and is used during the clearance cycle by the shipping activity or ACA to indicate that:

a. The urgency of suspect shipments has been confirmed with the requisitioning activity and airlift has been authorized under the provisions of UMMIPS or other authority.

b. Airlift has been authorized for low priority shipments of classified materiel and class A & B explosives due to non-availability of timely and economical sealift.

L-1

c. Airlift has been authorized for low priority protected (sensitive) cargo when necessary safeguards cannot be achieved through direct vessel port call sailings.

d. The shipments have been designated "economic air eligible" by higher authority and the designation approved by DoD.

e. Foreign Military Sales (FMS) shipments with delivery terms for movement outside the DTS are authorized movement in the DTS as approved by DoD/DSAA or in a DD Form 1513, Letter of Acceptance.

L-3. DEFERRED AIR FREIGHT (TP-4)

a. This service is for the movement of nonair eligible cargo designated by the sponsoring shipper services which would otherwise move by surface as TP-3 to, from, and between overseas areas on MAC aircraft. This service may be used during periods when MAC has airlift capability exceeding users' air eligible requirements.

b. The Services, their selected shippers, the ACAs and aerial ports of embarkation will receive an excess space estimate message from MAC, each October and April. This message will reflect projected monthly excess space available on each MAC channel for the subsequent 6-month period. MAC will update this estimate when changes occur. The shippers, ACAs, and MAC air terminal managers must utilize and control TP4 cargo movements into the MAC airlift system.

c. In addition to the TP-4 Excess Space Estimate message, MAC will provide the Services, their selected shippers, the ACAs and APOEs a maximum TP-4 onhand level for MAC channels to or from CONUS APOEs and APONs which are served by nonstop transoceanic missions and intra-theater channels between stations which are served by nonstop channel missions. The Air Terminal Manager, in coordination with the ACA and local shipping activity, will control the movement of cargo into the port and will open/close the port to TP-4 cargo accordingly. This will require the Air Terminal Manager to monitor TP-4 cargo movements and call for TP-4 cargo based on local airlift conditions, historical data, and known future uncommitted space. As air eligible requirements and world conditions change, the maximum port level will be changed to ensure that TP-4 cargo moves within the UMMIPS time standard for TP-3 cargo.

d. During contingencies and unforeseen high workload periods, MAC will close the ports to TP-4 cargo as necessary to ensure air eligible cargo movement is not delayed.

e. MAC will move deferred air freight (TP-4) cargo as expeditiously as possible but will ensure that delivery to the customer does not exceed time standards established for TP-3.

L-4. SPECIAL ASSIGNMENTS

a. The transportation priority for personal property shipments is based on the RDD resulting from the sponsor's requirements.

(1) TP-3 will normally be assigned.

(2) A higher priority may be assigned when operational or economic factors make it more advantageous to the Government or to preclude hardship to personnel and dependents.

(3) Deferred air freight (TP-4) service may be used based on sponsoring shipper service guidance.

b. Nonappropriated fund shipments normally will be assigned TP-3 and moved by surface. Sponsoring shipper service may authorize TP-2 and air movement for:

(1) Seasonal items which have been delayed due to late availability from CONUS vendors.

(2) High value items or items which require special mode of shipment consideration for control purposes.

(3) Critical or emergency situations based on stock conditions for necessary health items or equipment or facility failures which threaten the capability to operate NAF activities.

c. Shipments of GSA managed sealants/adhesives, selected medical items and items with a limited remaining shelf life, when designated by the shipper, are authorized air movement and assigned appropriate urgency verification codes.

L-5. MILSTAMP TRANSPORTATION PRIORITIES FOR MAIL

a. Expedited handling classes of mail- transportation priority 1 with code '999' indicated in the RDD field of the TCMDs, registered mail, letter mail, express mail, command pouches, weapons system pouches, and CASREP pouches.

b. Priority 1. Letter mail on priority parcels and express mail.

c. Priority 2. Military official mail (MOM), second, third and fourth class mail marked MOM, space available mail (SAM), and parcel airlift (PAL).

d. Priority 3. Overseas destined and intercommand surface mail.

e. Priority 4. Not a transportation priority but identifies cargo selected to move as deferred air freight in accordance with paragraph 3-4c. It includes overseas destined, intracommand, and retrograde surface mail, and empty mail bags.

Note: All mail, except mode code 7, will be moved by FIFO sequence within assigned priority.

L-3

TRANSPORTATION PRIORITIES

Transportation Priority (TP)	Urgency Verification Code	UMMIPS Priority Designator	Recommended Mode of Shipment
1	J	01-03	Air
2	K	04-08	Air
3*	L*	09-15	Surface
4**	-	-----	MAC Uncommitted Space

* Airlift is authorized for TP-3 when the consignor or consignee is accessible only by air, an item has been designated economically air eligible, or when traffic management considerations make airlift appropriate.

** Not a Transportation Priority. Identifies cargo selected to move as deferred air freight in accordance with paragraph 3-4d.

FIGURE L-1

L-4

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